

Present: Hans Brandal; Dick Burkhardt; John Coney; Ray Day, Jr., Chair; Dave Elliott; John Jensen, Vice-Chair; Sandy Paul-Lyle; Mike Taylor

Excused: Dwight Baker; Andy Bennett; Holly Plackett; Anirudh Sahni; Claire Schary; Joan Sells

Staff: David Hopkins, Regional Transportation Manager, King County Executive's Office; Victor Obeso, Supervisor, Service Planning, Metro Transit, King County DOT; Rob Fellows, Transit Planner, Service Development, Metro Transit; Pat Cleary, Senior Community Relations Planner, King County DOT.

Ray Day called the meeting to order at 6:10.m.

Waterfront Streetcar Report David Hopkins and Victor Obeso gave an overview of planning to relocate the waterfront streetcar replacement facility to Pioneer Square by Occidental Park. The Port proposal came in at \$20 million as opposed to the projected \$15 – 16 million, exceeding the financial commitments of the County, the Port and the City of Seattle. The current planning involves a joint development on property next to Occidental Park, which was one of the original sites identified in the facility study. This would be a joint development with the development firm of Gregory Broderick Smith, which would cost approximately \$9 million and require code variance. The waterfront streetcar would not operate during viaduct construction. Points covered during committee discussion included:

- Pros and cons for the Amgen site
- Concern about shutting down the streetcar
- Need for Metro when roads/viaduct closed
- Port approved \$1 million for the Occidental Park relocation

When the current maintenance facility is shut down this fall, the plan is for minimum summer impact with the service planned to resume for summer '07. The interim replacement bus service will be ready the day after streetcar service stops. The route will continue to have a northern terminus at Alaskan Way near Broad St. and a new southern terminal near to 8th and Jackson in the International District. The termini allow for coach layover and turnaround. Points covered during committee discussion included:

- Use "trolley" buses
- Use smaller vehicles, not so bus-like
- Paint or wrap to look like trolleys
- Cost out the pseudo trolleys
- Funded and costed out as a three coach operation
- Any extensions north or east would reduce frequency or span of service
- Currently crossing over railroad tracks in on layover time, not part of service schedule

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Obeso stated that Metro did want to make the fleet look different, but that the preference for such a short term and limited service area, would be to do so with existing stock. He stated that upcoming milestones were late August or early September to King County Council for funding approval for the new maintenance facility and mid-November for shutting down waterfront streetcar service.

Brandal asked a question about the agreement between Metro and the City of Seattle regarding operating hours for the Lake Union trolley. Obeso said he had also received Brandal's question via e-mail from de Michele and would be responding. He also said that the issue will be presented to the King County Council for final approval.

Waterborne Transit Study Hull was not able to attend, so there was no presentation on tasks 4 and 5. Obeso committed to sending those materials to TAC well before the next meeting, and with an abstract and/or summary. He passed out copies of the May power point presentation to Council. He assured members that there was no preconceived decision on whether the county should have a role in providing waterborne transportation. The questions are:

- What are the conditions under which Metro, or King County, should have a role?
- If there is a role, how should waterborne transit be financed or funded, what operating model should be used?

He stated that the division was looking to TAC to present the transit rider perspective on any such role. The deadline was July 8, it is now at least one month behind, but the plan is to get to Council in August or September.

Discussion on committee process led to the following:

- Copies of the May powerpoint presentation to RTC will be mailed to members
- Copies of the interim bus map will be sent to members
- Before the next meeting, the report and a PowerPoint, or some other summary level, will be sent to members. (The final report will also have an executive summary.)
- Staff will frame the policy discussion with TAC, the study does not frame the policy discussion, but provided background for a policy discussion.

Committee Business

- Paul-Lyle gave a summary of the June RTC meeting. She was pleased to report on the 25% increase in ridership that occurred as a result of the September 2004 service change, and her Sounding Board's efforts.
- Cleary noted the upcoming transit advisory committee conference in September, possible dates for the TAC legislative forum and the upcoming Eastside service change process.
- Day will attend the RTC in July.

Adjournment

Day adjourned the meeting at approximately 8:00 p.m.